

RANDOM REFLECTIONS.

The eccentricities of our currency system have been further illustrated during the past week. For more than a year we have seen bank notes at a premium of about ten per cent. over the sum which they represent in silver dollars, and now we find them at a slight discount. How is the phenomenon to be explained? It has, of course, nothing to do with the solvency of the banks, as a stranger might suppose, nor can it be that the openings for the employment of capital have been so considerably increased that the Chinese no longer prefer notes because of the greater ease with which they can be stored. It may be that the difficulty of transporting bullion by water up the present time has something to do with its rehabilitation. Perhaps Mr. Xavier or "Confucian Economist" can explain the situation and tell us, also, why British dollars are worth more than Mexican dollars, though both are legal currency in the Colony, and how it is that there is no difficulty now in obtaining \$1 notes which have hitherto been almost as rare as the great Auk's egg.

Anybody with half an eye can see that there is something wrong when one has to cut down one's alcoholic refreshment to light claret, light white wine, whisky and beer. It brings the horrors of war home to one's very door, so to speak. Although I am not such a Spartan as a friend of mine who says that he does not mind what happens so long as he has plenty of whisky, I can see the future without serious giving if it embraces Chateau Lafite, Chateau d'Aren, sparkling Moselle and a good Sauterne as well as St. Emilion, Meck, Cabernet, Gave, and the like. It would mean a little of a woman, but then, of course, we cannot expect to go through Armageddon without making sacrifices. I am not quite sure whether in the beverages which I have enumerated answer to the description of "light wines," but I have consulted one who should be an authority on such questions, and he tells me that a light wine is one of which you can drink a lot without getting "much tormented." Apparently, therefore, the term is relative. In any connection you will, no doubt, remember the tale of the Scotch gillies who were being regaled with copious draughts of champagne in honour of the young ladies coming-of-age, and, when asked how they were getting along, replied, "Verra weel, thank ye, but we dinna care much for this champagne stuff!"

The restriction as to drinking only at meal times will prove rather irksome, it is to be feared, to those who are in the habit of ceasing their drinking only when they are eating. Before losing heart, however, they would do well to consult a solicitor for I have a hazy notion that the law regards a sandwich as a meal. As there is no limitation as to the quantity which one may drink with a meal, they are not confronted with the dread alternative of perishing of thirst or consuming sandwiches until they die of a surfeit. When the scheme is in full working order it is to be hoped that everyone will hand over the money saved to the war charities, otherwise we shall only be enriching ourselves at the expense of the wine-merchant and the Colony's revenue. At the same time, it will not do to let the funds leap up too suddenly or Hongkong's reputation will suffer.

In its usual lackadaisical fashion the Colony allowed St. George's Day to pass unnoticed, although it happened this year to be also the centenary of the death of Shakespeare. Some few years ago, I am told, a local branch of the Royal Society of St. George came to an untimely end, and since then there has been no effort to resuscitate it. The only English-patriotic organisation now surviving in Hongkong is the Society of Devonians. In Shanghai they made the day the occasion for a charitable effort on behalf of those who have left the settlement for the front, and they even celebrated Primrose Day. Can it be that life in a cosmopolitan community creates a greater feeling of expatriation, or is that a self-governing community is always more alert?

For the first time in the history of the Hongkong C.C. a Chinese competitor in the annual tennis tournament has won his way to the final and emerged successful. The defeat of Nisbet and H. Macdonald, and the victory of Ng Sze Kwong, seemed to be the coolest person present, and though he plays what may be termed ungainly tennis, he manages to do things at the last moment which seem wholly out of his reach. Many weeks ago Green said that he would have to meet a Chinese in the challenge contest, and his prophecy has come true. When he encounters Ng Sze Kwong to-day it should be one of the greatest games seen in the Colony.

As H.E. the Governor announced only a short time ago that everyone in the Colony had now enrolled in one or other of the defensive forces except those who were either medically unfit or exempted with his approval for special reasons, some curiosity has been aroused as to the object of the Bill now before the Legislative Council providing for the registration of every non-Chinese male resident of eighteen years of age and upwards, who is not already under direct Government control. Some are wondering whether it has any connection with the Conscription scheme at home, or whether it is merely introduced for the purpose of roping in the newcomers who are constantly arriving in the Colony. It has been suggested, by the way, that if its provisions were extended to the Chinese its utility would be very considerably increased.

RONDECK RANDOLPH.

OFFENDING MOTORISTS.

TEST CASES AT THE HONGKONG POLICE COURT.

Several test cases under the traffic regulations were brought before Mr. Wood by Mr. F. C. Jenkin, D.S.P. (R.), at the Magistrate's Court, Mr. H. S. Kuper and three Chinese chauffeurs being charged with passing the "dead slow" signal on the Pokfulam Road at an excessive speed.

Mr. Jenkin remarked that the Captain Superintendent of Police had asked him to take the summonses, which were taken out under the present regulation 76, and the old regulation 67, which were really identical. He was told that the signals had been in existence for about five years, but there had never been a case before a Magistrate yet, and therefore the present cases would be somewhat in the nature of test cases. The offence was one of failing to go "dead slow" from the "dead slow" signal until the respective drivers had got out of the district indicated by the signal. As his lordship probably knew, the signals were placed about at different parts of the Colony, but there was no indication of any kind as to the limit of the dangerous district. That was apparently left to the judgment of the driver, and one driver might think he was out of it and another be of a different opinion. In the cases under notice he, with other members of the Police Reserve, took the "dead slow" signal on the Pokfulam Road, taking up their position about 80 yards on the Hong-long side of the signal, and he thought he might say that they were thus clearly within the danger zone, because beyond the signal, and towards Hongkong, there was a zig-zagging road. The speed at which the different people passed the signal could not be said to have been anything like "dead slow." There was nothing in the regulations nor the Ordinance to show what was "dead slow," and the only guide, he submitted, was that it should be much slower than the speed limit in Victoria, which was ten miles an hour. Those who had framed the regulations must have had a speed below ten miles an hour in mind when they spoke of "slow" and "dead slow." With the exception of one of the motor cars, the vehicles passed the signal at the rate of about ten miles an hour. In view of the fact that a "dead slow" speed was not indicated, Mr. Jenkin suggested that Mr. Wood would possibly like to say what a "dead slow" speed was, and consult his learned brother on the subject in order that they might arrive at a similar speed.

Mr. Wood intimated that he would look into the regulation, but dismissed the charges against Mr. Kuper and two of the chauffeurs upon Mr. Jenkin intimating that he wished to withdraw them, on the ground that the regulations did not indicate what speed was meant by "dead slow," nor did they give any indication as to the extent of the dangerous district.

The driver of a car which Mr. Jenkin said was travelling past the signal post at a speed of between fifteen and eighteen miles an hour was fined \$25.

ANOTHER MOTOR CYCLIST CHARGED.

Lieut. J. P. Jones, R.C.A., was summoned for riding a motor cycle without a driver's licence. He pleaded not guilty, stating that there was a licence for the machine but that it was formerly in the possession of Lieut. Wilkinson, who had purchased the machine from Mr. Le Breton of Alex. Ross & Co.

Inspector Garrod, who prosecuted, said that the case applied to motor cycle 68. There were two machines of this number in the Colony, but the one ridden by Lieut. Jones was not entered in their books as having a rider's licence. The cycle was formerly purchased by Lieut. Wilkinson from Alex. Ross & Co. He was suddenly called to Australia and then Lieut. Jones purchased the machine. When asked about the licence by Mr. Le Breton, Lieut. Jones said he would look after that.

Lieut. Jones now stated that the licence held by Lieut. Wilkinson had been transferred to him.

Mr. Wood dismissed the case, remarking that the system of transfer of licences in the Colony did not seem to be a very satisfactory one.

Agencia Libera's Bernese correspondent reports that March was the most disastrous month for the Germans. The casualties were nearly half a million, half of which were at Verdun. The Austrian losses were one hundred thousand, fully half on the Italian front.

CRIMINAL SESSIONS.

CHINESE "DOCTOR" CHARGED.

The case was continued before the Puisne Judge yesterday at the Criminal Sessions on which a Chinese was charged with administering poison to an Indian at Kowloon Old City, Mr. G. N. Orme, of the Crown Solicitor's Department, prosecuting. The complainant, in the course of his evidence, said that the prisoner had medically attended him. On the day of the alleged offence there was an altercation regarding fees. Subsequently he saw prisoner pour something out of a bottle into some milk which had been purchased for him (complainant). When he had done this the Chinese ran away and witness gave information to the police. The milk was coloured with some red fluid.

The jury found prisoner guilty of using the poison with mischievous intent, and sentence was deferred until to-day.

CORROSIVE FLUID.

A Chinese named Pun in pleaded not guilty to a charge of throwing corrosive fluid, to wit, nitric acid, as a result of which four persons were seriously injured.

Mr. Orme prosecuted on behalf of the Crown, and Mr. Findlay Smith (instructed by Mr. Les d'Almada) defended.

The jury was composed of Messrs. E. H. Ray (foreman), J. H. Mead, E. B. Raymond, J. F. Miller, C. P. Pintos, E. L. Hosie, and F. Syme-Thomson.

Mr. Orme briefly outlined the case, mentioning that the trouble which resulted in the throwing of the fluid took place in a brothel. One of the four persons was so badly injured that he had lost the sight of one eye.

The case was adjourned after evidence bearing out Mr. Orme's statement had been called.

CORRESPONDENCE.

THE CROWN COLONIES AND COMPULSORY SERVICE.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS"]

SIR.—It seems highly probable that a measure of compulsory service for all men of military age will be introduced in the House of Commons very shortly, and it would be helpful if the Government would clearly explain what the position of British subjects resident in this Colony will be if such a measure is passed. I am perfectly aware of the fact that the local Government have discouraged men from volunteering for active service on the ground that they are needed both for the defence of the Colony and for the carrying on of British trade. If the Home Government decides to take all men under its control regardless of the claims of industry, will our position be altered in any way? What, it may be asked, is the object of the local Government's Registration Bill? Yours faithfully,

A MARRIED MAN.

GARMENTS FROM HONGKONG FOR THE TROOPS.

The following letter by acknowledgment has been received by Lady May:—

94, Marlborough Mansions, West Hampstead, N.W., 23rd March, 1916.

Dear Lady May,—The box of 170 garments from the women of Hongkong reached me on the 28th inst., and I write to thank you and the donors of all the lovely gifts which have come for our soldiers, and their families.

I am so sorry the box has been delayed in the docks (the work there is dreadfully congested), and it is such a pity that the fur waistcoats (the 2nd consignment) did not come in time to be sent earlier to the Front. This week, however, we have a return of snow, and I have divided the waistcoats into 4 parcels, and sent them by post, to avoid delay, to four large hospitals in France.

I feel sure they will give great pleasure to some of our poor wounded men. I think I told you that I gave one of the previous lots of waistcoats to a private Collins in the Canadian Contingent, who has been terribly wounded in the head. He put it on with the fur outside the first day he was able to go out driving, and was indignant because the sister insisted that it should be turned the other way. He protested that smart ladies always wear their fur coats with the fur outside.

The other garments labelled "Our Little Bit Society" also were very acceptable. I have already sent them all abroad except some which went to Cromarty Defence Hospital. The snow has been so heavy and dense in Scotland. The clothes for children and the balls are lovely. I shall enjoy distributing these to families whose fathers are fighting and have fought and died for us and their country.

I know the dainty hoods and caps and jerseys will give great delight. I am now sending summer clothes only to the East, and dispatched a bale for Mesopotamia to-day. Yours sincerely and very gratefully,

HORATIA K. EDEM.

HONGKONG C.C. TENNIS TOURNAMENT.

FINAL OF HANDICAP SINGLES "B."

C. F. Maltby (res. 25) won the Handicap Singles "B" yesterday, defeating Dr. Lindsay Woods (scratch) in the final by 6-4, 6-1, 6-2. Maltby would probably have won without his handicap, for on the whole he showed better all-round form than his opponent. He was especially clever at the net and at smashing, his proficiency in the latter direction gaining him many valuable points. He seldom failed to clear the net with his returns, and occasionally got in a lightning service that left his opponent standing. Dr. Lindsay Woods looked in vain for some weak spot in Maltby's defence; the latter seemed able to return almost any ball.

To-day the Championship match between S. E. Green (holder) and Ng Sze Kwong takes place, and a brilliant exhibition should be witnessed by a record crowd. Excellent arrangements for the match have been made by Mr. P. M. Hodgson (Hon. Secretary of the Club).

COMPANY REPORTS.

CANTON INSURANCE OFFICE, LTD.

The report of the General Agents (Messrs. Jardine, Matheson & Co., Ltd.) and Consulting Committee for presentation to the shareholders at the thirty-fifth ordinary meeting, to be held on May 3rd, is as follows:—

1914 Account.—After paying an interim dividend of \$15 per share on 11th May, 1915, the amount standing to the credit of this account is \$795,224.24.

This is resolved, to deal with in the following manner:—

To pay a final dividend of \$7 per share	\$ 70,000.00
To add to Sterling Reserve Fund \$3,000 bringing it up to \$180,000	31,304.34
To add to Underwriting Surplus Account	400,000.00
To add to Reinsurance Fund	293,919.90
	\$795,224.24

1915 Account.—The amount standing at credit of this account is \$2,640,782.55. Out of this the General Agents and Consulting Committee have declared an interim dividend of \$18 per share absorbing \$180,000. The balance of \$2,460,782.55 will be carried forward.

Committee.—Since the last meeting, Sir Robert Ho Tung has been invited to a seat on the Consulting Committee. Mr. Chapman has resigned, and the vacancy thus caused has been filled by the appointment of Mr. F. Maitland. The Hon. Sir Paul Chater, C.M.G., Hon. Mr. E. Shellin, and Messrs. D. W. Craddock, F. Maitland, H. P. White, C. S. Gubbay, and Sir Robert Ho Tung retire, but, being eligible, offer themselves for re-election. Auditors.—The accounts have been audited by Messrs. H. Percy Smith, F.C.A., and A. R. Lowe, F.C.A., who, being eligible, offer themselves for re-election.

THE MERCANTILE BANK.

ABSORPTION OF THE BANK OF MAURITIUS.

The Mercantile Bank of India, Limited, announces that, subject to the ratification of shareholders, it will absorb The Bank of Mauritius, Ltd., on 2nd May. The Bank of Mauritius, Ltd., was established in 1894. Its head office is in London, and there are branches at Port Louis (Mauritius) and Mahé (Seychelles). The paid-up capital is £125,000, and there is a Reserve Fund of £100,000. The last dividend paid was 10 per cent.

HONGKONG TRAMWAY CO.

The approximate statement of traffic receipts for the week ending 25th April is as follows:—

	Receipts for week.	Aggregate receipts for 10 weeks.
This Year	\$1,47	\$20,30
Last Year	0,19	17,822
Increase	6,74	2,208
Decrease		

FAR EASTERN MEN AND THE WAR.

Another Frenchman from Singapore, Mr. Jean Chaffanjon, has been lately mentioned in despatches and decorated with the Cross of War. Private Chaffanjon, a military observer, the citation says, was returning from bombardment operations, when he was chased by two aviators. He showed the greatest presence of mind with his machine-gun and in guiding and directing his pilot during the long pursuit in which his aeroplane was riddled with bullets. Mr. Jean Chaffanjon is the eighth Frenchman from Malaya to receive the Cross of War. Three of them being from Singapore: Jean Chaffanjon, Louis Brignat (Brother Chaffanjon), of the Brothers School, and Clarence Clouet, of Clouet & Co.

FIJIANS VOLUNTEER FOR ACTIVE SERVICE.

The natives of Fiji have offered a contingent of a thousand men, and more if required, for active service.

An announcement was made in New York papers on March 8 that Miss Mead Allen, the famous dancer, had been seized with appendicitis and the doctors attending her gave little hope of her recovery.

INTIMATIONS.

LANE, CRAWFORD & Co.

TELEPHONES 1741-1742. ESTABLISHED 1850.

NEW STOCKS OF BROWN

"WALK-OVER"

SHOES

IN VICK-KID AND TAN CALF.

THEY ARE COMFORTABLE,

STYLISH, HARD WEARING, AND FIT

PERFECTLY.



"INTERWOVEN" SOCKS

IN Lisle AND SILE

85 cts., \$1.50, \$1.85 per pair.

THE ONE THIN SOCK

THAT REALLY WEARS.

THE LATEST IN

WASHING TIES FOR KNOTS AND BOWS.

LANE, CRAWFORD & Co.

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

Single Fare by Night Steamer	...	\$6.00
Return " " by day steamer	...	11.00
Single Fare by Day Steamer	...	5.00
Return " " by day steamer	...	9.00

HONGKONG TO CANTON. | CANTON TO HONGKONG.

WEDNESDAY, 26th APRIL, 1916.	
8 a.m. HEUNGSHAN.	8 a.m. HOYAM.
10 p.m. KINSHAN.	5 p.m. FATSHAN.
THURSDAY, 27th APRIL, 1916.	
8 a.m. HOYAM.	8 a.m. HEUNGSHAN.
10 p.m. FATSHAN.	5 p.m. KINSHAN.

HONGKONG-MACAO LINE.

S.S. SUI TAI, Tons 1,651. | S.S. TAISHAN, Tons 2,006.

HONGKONG TO MACAO.
Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf, and at 9 a.m. and 1 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.
Week days at 1.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 1 p.m.

EXCURSION TO MACAO.

SUNDAY, 30th APRIL, 1916.

The Company's New Steamship "TAISHAN"

Will depart from the Company's Wing Lok Street Wharf at 9 a.m., and return from Macao at 3 p.m.

N.B.—The Company will also run a Steamer from Macao on Sunday at 7.30 a.m., and from Hongkong at 1 p.m., from the Company's Wing Lok Street Wharf.

FARES AS USUAL.

MACAO-CANTON LINE.

S.S. SUI AN.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.

Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. SHANAM, 568 tons, and S.S. NANNING, 569 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct Steamers LINTAN and SANUL. These vessels have superior cabin accommodations and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sundays excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,

Hotel Massillon (First Floor), opposite the Blake Pier. [19]

HONGKONG METEOROLOGICAL REGISTER

Hongkong Observatory, April 25th.

	Previous Day at 3 p.m.	On 25th at 6 a.m.	On 25th at 2 p.m.	Date
Barometer	29.91	29.84	29.83	
Thermometer	73	73	75	
Humidity	60	64	60	
Wind Direction	West	0	East	
Force	2	0	3	
Weather	4	0	0	
State				

Highest open air temperature on 24th 84°

Lowest open air temperature on 24th 72°

VISITORS TO CANTON

Should Purchase

"FROM HONGKONG TO CANTON

BY THE PEARL RIVER."

BY

CAPTAIN C. V. LLOYD.

With Illustrations, Maps and Plans.

PRICE \$1.75

On Sale at:—

Hongkong: "DAILY PRESS" Office.

Messrs. KELLY & WATSON, LTD.

Messrs. BRIDGER & CO.

Canton: Messrs. A. S. WATSON & CO.

ADVERTISEMENTS

TO LET.

A HOUSE in Observatory Villas with 7 Rooms.
Apply to—
ABERDEON V. ABER & Co.,
14, Des Vaux Road. [619]

AMERICAN ASIATIC S.S. CO.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Steamship

"ROYAL PRINCE,"
Captain D. Coull, having arrived from the above Port, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on MONDAY, 1st May, at 10 A.M.

All Claims must be presented within FIFTEEN DAYS of the Steamship's arrival here, after which date they cannot be recognised.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st May will be subject to rent.

Consignees of Cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading can be countersigned.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by SHEWAN, TOMES & Co.,
General Agents.
Hongkong, 24th April, 1916. [620]

"SHIRE" LINE OF STEAMERS, LIMITED.

NOTICE TO CONSIGNEES.

FROM MIDDLESBRO: GENOA, COLOMBO AND STRAITS.

THE Steamship

"MONMOUTHSHIRE,"
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

Goods not cleared by the 2nd May, at 5 P.M. will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined, on 2nd May, at 9.30 A.M. Claims against the Steamship must be presented within 10 days of arrival, otherwise they will not be recognised.

No Fire Insurance will be effected by us in any case whatever.
Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd.,
Agents.
Hongkong, 25th April, 1916. [621]

HONGKONG CRICKET CLUB.

TENNIS TOURNAMENT.

TWO-DAY (WEDNESDAY) 26th inst.,
OPEN CHAMPIONSHIP SINGLES—
NO. 222 KWONG v. S. E. GREEN, at 4.30 P.M.
TO-MORROW (THURSDAY) 27th inst.,
FINAL PROFESSIONAL PAIRS—S. E. GREEN and A. A. CLAXTON v. Lt. COL. CRISP and CAPT. HAMILTON, at 4.30 P.M.
Hongkong, 26th April, 1916. [615]

THE NATIONAL LOAN OF THE THIRD YEAR OF THE REPUBLIC OF CHINA (1914).

\$16,000,000 AND SUPPLEMENTARY ISSUE OF \$8,000,000.

THE NATIONAL LOAN OF THE FOURTH YEAR OF THE REPUBLIC OF CHINA (1915).

\$24,000,000.

SUBSCRIBERS to the above TWO LOANS are hereby notified that the Interest Instalments for the month of April, each amounting to Dollars One Hundred and Twenty Thousand (\$120,000)—\$240,000 in all—have been duly received by the Undersigned and brought to Loan Service Account.

F. A. AGLEN,
Inspector General of Customs.
Peking, 17th April, 1916. [612]

5% RUSSIAN INTERNAL SHORT TERMED LOAN OF 1916 for Rbl. 2,000,000,000.

SUBSCRIPTION to the above LOAN will be opened from 28th March till 5th May inclusively.
The Price of issue is 95%.

The Loan is entirely free of Income Tax and of other taxation.

The Loan is redeemable at par on 1st February 1920, Russian style, without option for the Russian Government to convert it at an earlier date.

Coupons are payable half-yearly on the 1st February and 1st August, Russian style. As interest on the above loan runs from 1st/14th February, the interest accrued on date of subscription must be taken into consideration and is to be added to the price of issue.

The Russo-Asiatic Bank in Hongkong is ready to accept applications for the above-named loan.

Special favourable rates will be quoted for Russian exchange.

Payment may also be made in Roubles. Applications will be wired to Petrograd free of telegraphic charges and commission.

40% only of the cost of the Bonds may be paid on application, the balance to be paid on receipt of the Bonds.

The Bank is also ready to give every facility to subscribers in the shape of advances against the scrips.

T. S. DALL,
Manager.
RUSSO-ASIATIC BANK,
Hongkong, 30th March, 1916. [490]

PUBLIC COMPANIES

UNION INSURANCE SOCIETY OF CANTON, LTD.

NOTICE TO SHAREHOLDERS.

A FINAL DIVIDEND of TWENTY DOLLARS per Share for the year 1914 and an INTERIM DIVIDEND of THIRTY DOLLARS per Share for the year 1915 will be Payable on THURSDAY, the 18th inst. Warrants may be had on application at the Office of the Society on or after that date.

By Order of the Board,
C. MONTAGUEDE,
General Manager.
Hongkong, 18th April, 1916. [602]

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

THE THIRTY-SEVENTH MEETING of SHAREHOLDERS in the Company will be held at the Company's Office, No. 3, Queen's Road Central, Victoria, TO-MORROW (THURSDAY), 27th April, 1916, at 10 o'clock Noon, for the purpose of receiving a Statement of Accounts and the Report of the Directors for the year ending 31st December 1915.

The TRANSFER BOOKS of the Company will be CLOSED from the 14th to the 27th April, both days inclusive.

By Order of the Board of Directors,
C. PEMBERTON,
Secretary.
Hongkong, 11th April, 1916. [645]

CANTON INSURANCE OFFICE, LTD.

NOTICE TO SHAREHOLDERS.

THE THIRTY-FIFTH ORDINARY MEETING of SHAREHOLDERS will be held at the Offices of the Undersigned on WEDNESDAY, the 3rd May, 1916, at Noon.

The TRANSFER BOOKS of the Company will be CLOSED from the 19th April to the 3rd May, both days inclusive.

JARDINE, MATHESON & Co., Ltd.,
General Agents.
Hongkong, 14th April, 1916. [670]

THE CANTON INSURANCE OFFICE, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the CANTON INSURANCE OFFICE, LIMITED, will be held at the Offices of Messrs. JARDINE, MATHESON & Co., Ltd., No. 16, Pedder Street, Victoria, in the Colony of Hongkong, on WEDNESDAY, the third day of May, 1916, at 12.15 o'clock in the afternoon; when the subjoined Resolutions will be proposed as Extraordinary Resolutions, viz.:

(1.) "That the provisions of the Company's Memorandum of Association with respect to its objects be altered so as to read as in the Print signed by the Chairman of this Meeting for the purposes of identification."

(2.) "That the Articles of Association of the Company be altered in the manner following:—
"That the following Article shall be substituted for Article 24, namely:—

"24.—The Members of the Committee shall be paid out of the Funds of the Company such remuneration as may be or have been determined at any time by any General Meeting of the Company, and such remuneration is altered by any subsequent General Meeting of the Company. Such remuneration shall be divisible amongst the members of the Committee in such proportions, as the Committee or majority thereof shall determine."

Should the above Resolutions be passed by the required majority they will be submitted for confirmation as Special Resolutions to a Second Extraordinary Meeting which will be subsequently convened.
Prints of the Memorandum as proposed to be altered have been circulated to the Shareholders and a Print thereof can be seen at the Registered Office of the Company.

Dated this 15th day of April, 1916.
JARDINE, MATHESON & Co., Ltd.,
General Agents,
THE CANTON INSURANCE OFFICE, LTD. [571]

CHINA TRADERS' INSURANCE COMPANY, LTD.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the CHINA TRADERS' INSURANCE COMPANY, LIMITED, will be held at the Head Office of the Company, No. 4, Connaught Road, Victoria, in the Colony of Hongkong, on FRIDAY, the 5th day of May, 1916, at Noon, when the subjoined Resolution which was passed as an Extraordinary Resolution at the Extraordinary General Meeting of the said Company held on the 18th day of April, 1916, will be submitted for confirmation as a Special Resolution:—

"That the name of the Company be changed to 'BRITISH TRADERS' INSURANCE COMPANY, LIMITED.'"

Dated this 18th day of April, 1916.
By Order of the Board,
C. MONTAGUEDE,
General Manager. [593]

UNION INSURANCE SOCIETY OF CANTON, LTD.

NOTICE.

THE CERTIFICATE No. 1065 for two Shares, \$100 paid up, numbered 6886/6887, standing in the Register in the name of MOK MUN PO, having been declared LOST, Notice is hereby given that unless the said Certificate is produced to the Society on or before the 13th July, 1916, A NEW CERTIFICATE for the said Shares will be issued and the old Certificate will thereafter be held by the Society as null and void.

By Order of the Board of Directors,
C. MONTAGUEDE,
General Manager.
Hongkong, 13th April, 1916. [554]

AUCTIONS

G. R. PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction—
On TUESDAY AND WEDNESDAY, the 2nd and 3rd May, 1916, at 10 A.M. each day, at H.M. Naval Yard, Hongkong, and Kowloon Depot,
12 Coal Lighters from 50 to 150 Tons, Steam Launches (Hull only), Steam Cutters complete, and
OLD AND SURPLUS NAVAL AND VICTUALLING STORES,

Comprising:—
OLD AND SURPLUS NAVAL STORES: Fan Engines, Boilers complete, 30 and 50 Tons; Boiler with Mountings, Propellers, Type-writer, Shanghai Butts, Canvas and Leather Roses, Stage-lashings, Coir Cordage, Paper-stuff, Canvas Bags, Old India Rubber, Reading Lamps, Boats, Oars, Fir, Carpet, Rugs, Blankets, Tables, Bookcases, Cabin Wardrobe, Cupboards, Mirror, Electric Cable, Firwood, Old Iron and Steel, Old Metal, Mineral, Ropes and Olive Oil, &c., &c.

OLD AND SURPLUS VICTUALLING STORES: Seamen's Clothing, Blankets, Officers' Mess Traps (a quantity of Electro-plated articles and Table Linen) Implements, Seamen's Mess Utensils, Oak Stoves, &c., &c.
TERMS OF SALE:—As detailed in the Catalogue.

HUGHES & HOUGH,
By Appointment Auctioneers to the Admiralty.
Hongkong, 25th April, 1916. [613]

PUBLIC AUCTION

VALUABLE LEASEHOLD PROPERTIES

situate at
HONG KONG, in the Colony of Hongkong, and being KOWLOON MARINE LOT No. 83 and KOWLOON INLAND LOT No. 1178, to be sold

IN ONE LOT
on
THURSDAY,

the 4th day of May, 1916, at 3 o'clock P.M.,

by
MR. GEO. P. LAMBERT, Auctioneer,
at his Auction Rooms in Duddell Street.

The Property consists of:—
All those pieces or parcels of ground situate at Hung Hom in the dependency of Kowloon and Colony of Hongkong and registered in the Land Office respectively as KOWLOON MARINE LOT No. 83 and KOWLOON INLAND LOT No. 1178. Kowloon Marine Lot No. 83 contains an area of 138,800 SQUARE FEET and is held for the term of 75 years from the 16th May, 1904 (renewable for another term of 75 years), created therein by a Crown Lease dated the 11th day of October, 1906, and made between His late Majesty King Edward VII. of the one part and Donald MacDonald and John WILKIE of the other part subject to the payment of the Crown rent and to the observance and performance of the Lessee's covenants therein reserved and contained.

Kowloon Inland Lot No. 1178 is situate on the North-west side of Kowloon Marine Lot No. 83 and contains an area of 27,078 SQUARE FEET and is held for the term of 75 years from the 16th May, 1904 (renewable for another term of 75 years), created therein by a Crown Lease dated the 18th April, 1911, and made between His late Majesty King George V. of the one part and the said Donald MacDonald and John WILKIE of the other part subject to the payment of the Crown rent and to the observance and performance of the Lessee's covenants therein reserved and contained.

Crown Rent of Kowloon Marine Lot No. 83—\$1,284 per annum.
Crown Rent of Kowloon Inland Lot No. 1178—\$248 per annum.
Particulars and conditions of sale may be had from—

MESSRS. DEACON, LOOKER, DEACON & HARSTON,
1, Des Vaux Road Central,
and
Mr. LEO D'ALMADA E. CASTRO,
Old Supreme Court Building,
Vendors' Solicitors,
and also from
Mr. GEO. P. LAMBERT,
The Auctioneer.

Hongkong, 25th April, 1916. [614]

FOR SALE.

RICHMOND HOUSE, No. 145, Barker Road,
Also
"DUNOTTAR," No. 81, Aberdeen Road,
HASTINGS & HASTINGS,
Solicitors. [371]

SITUATION VACANT.

A Competent MALE Stenographer and General Office Assistant may obtain a good permanent position on application to—
"T. B."
Care of "Daily Press" Office.
Hongkong, 17th April, 1916. [611]

HONGKONG JOCKEY CLUB.

NOTICE.

THE HALF-YEARLY MEETING of Members will be held on SATURDAY, the 29th April, 1916, at 12 o'clock Noon, at the Offices of the Jockey Club, on the Ground Floor of the HONGKONG CLUB ANNEX, Chater Road.

By Order,
T. F. HOUGH,
Clerk of the Course. [609]

ON SALE.

A TABLE OF THE

RATES OF EXCHANGE AT BOMBAY

For Demand Drafts on London on the day of or preceding the departure of the English Mails; also Table of the Yearly Approximate Average for 26 years,
FROM 1874 to 1900.

PRICE \$2 CASH.
On Sale at the DAILY PRESS Office of Local Bookellers.

INTIMATION

JUST ARRIVED:

NEW STOCK

BULL DOG

LIGHT ALE

AND

GUINNESS'

STOUT.

IN PINTS AND SPLITS.

SOLE AGENTS:

A. S. WATSON &

CO., LTD.,

WINE & SPIRIT MERCHANTS.

HONGKONG.

TELEPHONE 616.

HONGKONG OFFICE: 10, DES VAUX ROAD, C.

LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, 27th APRIL, 1916.

COMPULSORY MILITARY SERVICE.

We venture to think that the great relief experienced in political circles at Home when it became known that the Cabinet had arrived at an agreement over the recruiting problem was shared by British subjects in all parts of the Empire. The dissolution of the Government at this critical moment would have been, as Mr. Asquith declared, a "formidable disaster," and it could scarcely have failed to encourage the enemy, whose one hope now rests upon the possibility of dissension among the Entente Powers, or upon such domestic troubles as would prevent one or other of the allied countries from bending its full energy to the vigorous prosecution of the war. The exact terms under which the members of the Cabinet have composed their differences are unknown, but there has, apparently, been no complete surrender on either side. The settlement, therefore, is necessarily in the nature of a compromise, and it is reasonable to suppose that the compromise follows upon the lines of Mr. Henderson's suggestion that general compulsion should be introduced if, during the next six weeks, the recruiting campaign does not produce 15,000 volunteers each week, the number which the military authorities declare must be maintained until the end of the year. To meet such requirements even in normal times would mean that every seven days a town with a population of upwards of 75,000 would have to be denuded of all its able-bodied male inhabitants between the ages of 18 and 41 years. Already, it must be remembered, several million men are under arms. When Lord Densby began his great campaign it was stated that there were roughly five million men of military age available, including, of course, members of Territorial battalions enlisted for home defence. Of this total some three millions are now in the front line, and the remaining two millions approximately half were married and half were single men. The Military Service Act was passed in order to conscrib; all

single men and thus keep faith with the married men, who were promised that they would not be called up unless all but an insignificant number of single men offered their services. The system of exemptions and reservations which was introduced, however, produced such a paralysing effect that the married men found themselves summoned to the colours long before they expected. In consequence of the protest which they raised, instructions were issued to curtail the list of reserved occupations and to refuse exemption from military service to men below a certain age who were engaged in such occupations. It was further decided that men who had joined the reserved occupations after August 14th, 1915, should not in future enjoy the same position in regard to exemption as those who had joined before. At the same time the calling up of further married groups was suspended. It may, in fairness, be admitted that the married men who attested under Lord Densby's scheme had a legitimate grievance, and it was in all probability the attitude they adopted which brought about the recent crisis. They were urged to attest in order to preserve their right of appeal, as under the compulsion which was foreshadowed by the recruiting agents, no appeals were to be permitted. In order to safeguard the interests of their wives and families, many were led by these representations to inscribe their names as willing to serve, only to find that a half measure of compulsion was brought in and that, as a result of their patriotic action, they would be called upon to leave their homes and businesses to financial ruin whilst some thousands of exempted single men and a million unattested married men were allowed to remain behind. There were many other anomalies and injustices which were inseparable from the confusion created by the admittedly cumbersome system—half voluntary, half compulsory—which was in vogue. Now that we have gone so far, general compulsion for all, married and single alike, is certainly a more simple and equitable method of procedure. Those, however, who urge that it is a measure which should have been introduced in the first instance, and argue that the present confusion and general discontent is simply the result of half-hearted tinkering with the problem, must remember that in Great Britain government is by consent of the people. Any attempt to introduce general compulsion in the early stages of the war would have been the signal for industrial revolution. No-one reviewing dispassionately the political history of the past eighteen months will deny this. The Government have had to feel their way cautiously, and public opinion has had to be educated step by step to a true realization of the needs of the situation, which, apparently, were not fully appreciated for some time even by those in authority. The heart of the nation is sound and the people are prepared to make any sacrifices to reach the goal of victory, but they must first be convinced that such sacrifices are necessary and that they are not simply being exploited by one or the other of the great political parties. How the demands of the military authorities are to be reconciled with the claims of industry is not yet clear. Mr. Lloyd George, who said this war would be won by "silver bullets," is one of the strongest advocates of conscription, and it is scarcely the halt, the lame and the blind—presumably the only ones to be left when the full toll is taken—who can be relied upon to manufacture these costly requisites. We have also heard a good deal about the necessity of being prepared to meet fierce German competition after the war, and, as Mr. RUNCIMAN has pointed out, the way to do that is not to kill our commerce while war is being waged. For this reason we are glad that the elected representatives of the people are, at last, being taken into the confidence of the Government, and that the facts and figures are being placed clearly before them in secret session.

A mail for Europe via Siberia closes to-morrow at 3 p.m.
Mr. D. B. Murray has been appointed manager of the Singapore branch of the Union Insurance Society of Canton, Limited.
The body of a Chinaman, of about 44 years of age, which was found hanging from a tree on the Aberdeen and Stanley road, has been taken to the mortuary.
The body of an European named John Penelope, aged 48, Chief Officer of the "Hsin Sun," has been taken to the mortuary. It seems that the deceased expired suddenly on the evening of the 24th following a heart seizure.

The total output of the Kailan Mining Administration's mines for the week ending 24th April, amounted to 64,548 tons and the sales to \$7,163 tons.

Mr. F. S. James, C.M.G., the new Colonial Secretary of Singapore, leaves England for the Straits Settlements on April 22nd. Mrs. James accompanies him.

Mr. McCubbin, of the Taikeo Club, has reported to the police that someone entered the Club, when the door happened to be open, and stole a billiard table cover and 33 electric bulbs, valued at \$43.

A Chinese married woman and three of her children have been admitted to the Government Civil Hospital in a state of collapse due to poisoning, the effects of which became apparent after they had taken their evening meal.

The wedding took place on 7th March, at St. Mary's, Dover, of Lieutenant-Commander Somerville P. B. Russell, R.N., who was formerly in command of a torpedo boat in Hongkong, and Eileen Frances, elder daughter of Major-General F. H. Kelly, C.B.

Mrs. D'Almada e Castro, of Kimberly Road, Kowloon, has reported to the police that while she was proceeding along the Canton Road on the evening of the 23rd a Chinese "snatched" a black bag which she was carrying and decamped. The bag was valued at \$4, and its contents at \$8.

One fatal Chinese case of bubonic plague was reported in the Colony during the week ending April 20th. This occurred in the Hunghom district. In the same period there were ten cases of small-pox, nine of which proved fatal, all being Chinese. There were also three non-fatal cases of enteric fever (Italian, French and Chinese) and a non-fatal Chinese case of diphtheria.

An audited statement of accounts in connection with the recent effort to provide tea "Hongkong" beds in Netley Hospital has been issued by Mr. J. J. Bryan, Hon. Secretary and Treasurer of the local branch of the Overseas Club. This shows that a total of \$1,003 was received and, after paying expenses, \$1,523-66 (representing £150) was cabled to England, leaving a balance in hand of \$150-19. It is hoped to be able to maintain the three beds until the close of the war, though the sum now raised only covers the cost for twelve months.

Mr. "Mike" Newman is to be congratulated on his enterprise in securing for production in Hongkong that truly remarkable picture—"Hypocrits." The picture, which is in five parts, was screened at the Victoria Theatre last night before a very large house, and it undoubtedly ranks among the very finest seen in a Hongkong theatre. Above all it is a picture with a purpose, and the scenes are as daring in their conception as they are moving in their effect. It possesses an absorbing human, as well as a religious, interest and grips the attention throughout. Mr. Newman presents at the Theatre to-morrow night a great war picture, taken under the direction of the Belgian Government on the battlefields of Belgium, and shows scenes of actual fighting at the front. Twenty-five per cent. of the total proceeds is being given by the organiser to the Hongkong Bandage Fund.

A picnic to Shatin under the aegis of St. Peter's Church, West Point, on Easter Monday proved very successful and enjoyable. Proceeding in a special carriage kindly placed at their disposal by the Kowloon Railway Co., a contingent of 80 members and friends of the congregation travelled to Shatin. On arrival, the strip of water was crossed, and a landing effected close to the residence of Sergeant Denehy, who had kindly made arrangements for the comfort of the "invaders." Boating, swimming, walking, nature study, etc., engaged the attention of different sections of the visitors until tea was served, when full justice was done to the efforts of the ladies in charge of this necessary part of a successful outing. The return journey was made in good time, but not before Sergeant Denehy had been accorded three hearty cheers for his courtesy and kindness in assisting to make the outing so successful. At the suggestion of the Rev. W. T. Featherstone (Chaplain) a similar expression of appreciation was conveyed to the ladies who had looked so well after the commissariat department. It is hoped to arrange similar outings in the future.

TYPHOON WARNING.

The following telegram was received by the American Consulate General, Hongkong, from the Manila Observatory:—
11 a.m. April 24th.
Cyclone or typhoon N.E. of Luzon, moving N. or N.E.

THE WAR.

ACTIVITY AT VERDUN.

DARING GERMAN ATTEMPT ON IRELAND.

FIGHTING IN EGYPT.

ANOTHER ZEPPELIN RAID.

SUBMARINE WARFARE CONTINUES.

FRANCO-BELGIAN FRONT.

[THROUGH REUTER'S AGENCY.]

CONTINUED FRENCH PROGRESS.

GERMAN ATTACK REPULSED.

PARIS, April 24th.
4 p.m.

The French are making continued progress.

To-day's communiqué says:—A German attack on Paisy was repulsed with loss. We dispersed enemy reconnaissances west of the Meuse.

French bombers advanced north-west of Cauréttes Wood, taking prisoners. The Germans are briskly bombarding Dommern Hill.

There was a lively artillery duel in the Forest of Apremont.

We carried an enemy post in the Vosges, in the direction of Bon Homme.

French air squadrons in Belgium twice bombarded the railway station of Vytvego with heavy bombs, many of which found their objective. All the aeroplanes returned.

VIOLENT BOMBARDMENT AROUND VERDUN.

ACTIVITY OF FRENCH AIRCRAFT.

PARIS, April 25th.
1.40 a.m.

The evening communiqué says:—West of the Meuse the enemy in the afternoon violently bombarded the Mort Homme positions.

East of the Meuse and in Woivre there was intermittent artillery activity. Elsewhere there was nothing of importance.

French air squadrons were active on Sunday night, and dropped 29 bombs on the station of Longuyon, five on the station at Stenay, 12 on bivouacs east of Dun, and 23 on bivouacs in the Montfaucon region and the station of Nantillois.

CANADIANS IN CRATER CONTEST.

GERMAN CANNONADE OUT-CLASSED.

LONDON, April 24th.

The share of the Canadians in the recent crater contest at St. Elloi was most splendid. The craters, which were caused by the mines by which the Fusiliers captured German trenches, are from 50 to 100 feet deep, often with precipitous sides. The Canadians, who were ordered to hold them, were subjected day and night to an incessant shelling, the nature of which is exemplified by 200 trench mortar bombs falling in one crater in two hours. Nevertheless, the Canadians worked very calmly in constructing parapets, while bombing parties crawled out of the holes and attacked the Germans, there being constant affrays.

The German cannonade was outclassed by the British in the proportion of three shells to two. When the German crowning attack was made on the main crater, the assailants were mowed down by the British artillery, but a remnant got through and captured the crater after a desperate fight with the Canadians. When the Brigadier heard the news he hurried up, but was twice buried owing to the German fire. He was dug out and organised the battle for the recovery of the crater.

[THROUGH REUTER'S AGENCY.]

OPERATIONS ON BRITISH FRONT.

LONDON, April 25th.

A British communiqué reports:—There was some mining activity in the Loos salient and at Neuve Chapelle.

There was reciprocal artillery activity at Neuville, Angres, the Ypres-Comines Canal, and Hooge.

A hostile aeroplane was brought down by gunfire at Ploegstraete, and the pilot and observer were killed. One British machine is missing.

NAVAL ACTIVITIES.

[THROUGH REUTER'S AGENCY.]

DARING GERMAN ATTEMPT ON IRISH COAST.

SIR RODGER CASEMENT ARRESTED.

LONDON, April 24th.

The Admiralty announces that an attempt was made to land an army (?) and ammunition in Ireland by a vessel under the guise of a neutral merchantman, but which was in reality a German auxiliary, in conjunction with a German submarine. The auxiliary was sunk, and a number of persons were captured, including the notorious Sir Roger Casement, who has been conducting an anti-British campaign in Germany and elsewhere since the beginning of the war.

LATER.

Sir Rodger Casement was brought to London on Sunday, and he is now detained in military custody. It is understood that evidence regarding his proceedings in Germany since the outbreak of war will be produced at his trial.

MORE VESSELS SUNK.

LONDON, April 24th.

The following steamers have been sunk:—British—*Felicia* and *Tregunite*. Italian—*Josef Agost Fohreretz* (2,601 tons).

French—*Chamarel* (barque).

Norwegian—*Ogla* (barque).

The *Felicia* was a steel screw steamer of 3,070 tons, built in 1909, and owned by Messrs. Furness, Withy & Co., Ltd. The *Tregunite*, a steel screw steamer of 3,091 tons was built in 1903, and was owned by the Hain S.S. Co., Ltd., of St. Ives.

THE NEAR EAST.

[THROUGH REUTER'S AGENCY.]

FIGHTING NEAR EL KANTARA. ENEMY SUFFERS HEAVY LOSSES.

LONDON, April 24th.

An official report from Headquarters in Egypt states that fighting occurred in the Katia district, east of El Kantara, on the 23rd inst. An aerial reconnaissance indicated hostile parties in strength of from 200 to 500 assembling in the neighbourhood of Duedar. About 500 of the enemy delivered a strong attack on our post at Duedar at 5 o'clock in the morning, and they were beaten off. After the arrival of reinforcements the enemy withdrew, leaving 30 prisoners and 40 killed.

The Australians, acting in concert with aeroplanes, harassed the enemy's retreat. The enemy suffered the heaviest losses from the fire of the troops and the bombs and machine-gun fire of the aeroplanes.

Katia village, which was held by a small force of Yeomanry, was attacked simultaneously with Duedar by an enemy force of 3,000. The Yeomanry withdrew after a severe engagement.

TURKISH POSITIONS SHELLED.

LONDON, April 24th.

It is officially announced that a bombardment of the Sannai Yat position was maintained throughout the day on the 24th inst.

GENERAL.

[THROUGH REUTER'S AGENCY.]

ANNIVERSARY OF HISTORIC FEAT.

KING'S MESSAGE ON GALLIPOLI LANDING DAY.

LONDON, April 24th.

On the occasion of the anniversary of the landing at Gallipoli H.M. the King sent the following message to the Governor-General of Australia and the Governor of New Zealand:—

"Tell my people in Australia and New Zealand that to-day I join with them in solemn tribute to the memory of the heroes of Gallipoli. They gave their lives for the supreme cause in gallant comradeship with the rest of my soldiers and sailors who fought and died with them. Their valour and fortitude shed fresh lustre on British arms. May those who mourn their loss find comfort in the conviction that they did not die in vain, but that their sacrifice has drawn our people more closely together and added strength and glory to the Empire."

ANOTHER ZEPPELIN RAID.

LONDON, April 25th.

The War Office announces that three Zeppelins are reported as having arrived from seawards over the eastern counties last night. Two crossed the coast of Norfolk shortly before 10.30, and another crossed about 11 p.m. A few incendiary bombs were dropped.

AIR ATTACK ON DOVER FRUSTRATED.

LONDON, April 24th.

It is officially announced that an enemy aeroplane appeared at Dover in the morning, but anti-aircraft guns drove the machine off. No bombs were dropped.

KING GEORGE AND THE TSAR. EXCHANGE OF GREETINGS.

LONDON, April 24th.

His Majesty the King, in an Easter message to the Tsar, expressed his congratulations and renewed confidence in the victory of the Allied Armies. "I have," he said, "followed with delight the recent victorious achievements of your gallant Army." The Tsar replied, tendering his warmest thanks for the King's good wishes, and saying:—"I entirely share your confidence in the ultimate success of our combined efforts."

EAST AFRICAN CAMPAIGN. BRITISH TROOPS' SUCCESS.

LONDON, April 24th.

It is officially announced that General Smuts reports that British troops, after defeating the enemy before Kosada Irangi on the 19th, occupied that place. The Germans, who suffered considerable losses, retreated in the direction of the railway.

CHINESE TRANSPORT SUNK. NEARLY A THOUSAND LIVES LOST.

SHANGHAI, April 24th.

In a fog southward of the Shusan Islands the co-sailing cruiser *Haiyung* collided with and sank the Chinese transport *Jiungu*. Only 30 have so far been saved out of 1,000 soldiers and crew.

LANCASHIRE COTTON SPINNERS. DEMAND ADVANCE IN WAGES.

LONDON, April 24th.

Lancashire cotton spinners have decided to ballot on the question of a strike to enforce their demands of a ten per cent. advance in wages.

AMERICA AND ASIATIC IMMIGRATION. EXCLUSION LEGISLATION.

LONDON, April 24th.

The Times' correspondent at Washington says that in view of the passing by the Senate of the Bill excluding Asiatics and legislating the Agreement of 1903, restricting the entry of Japanese, the Japanese Ambassador, told President Wilson that Tokyo considers that such legislation is superfluous, as Japan has loyally observed the Agreement.

The President is understood to have promised to try and have the proposed Bill altered. This does not mean that he intends to try and secure for the Japanese the privilege of free entry, still less naturalisation.

LORD HARDINGE IN ENGLAND.

LONDON, April 24th.

Lord Hardinge arrived here on Saturday. Interviewed, he remarked that India was perfectly quiet.

BRITISH INDUSTRIES.

MR. RUNCIMAN'S REVIEW OF THE SITUATION.

Mr. Runciman, President of the Board of Trade, in an interview with the Associated Press discussed the general industrial situation in the British Isles. He declared that there had never been greater activity in the larger industries, that wages were higher than ever before, and that the percentage of unemployment had never been so small in the history of the country.

"The bulk of the output," Mr. Runciman stated, "is for war purposes. The only trades relatively quiet are the building, linen, and some of the luxury-producing trades. The proportion of unemployment in trade unions at present is about five per cent. In normal times it is about five per cent. In times of peace it has scarcely fallen below two per cent. The same condition prevails in non-union trades. Longer hours are being worked in nearly all trades, and it is estimated that this overtime represents an increase of 44 per cent. in the number of employed. Few firms have had to shut down, but among the active firms only 7 per cent. of their machinery was idle during December. About four-and-a-half of this 7 per cent. is due to the shortage of labour caused by recruiting."

About five-and-a-half million people had received higher wages, the total increase being nearly £100,000,000 a week. In spite of one or two notable exceptions labour on the whole had been reasonable in demands since the war began. One influence which contributed to this has been the limitation of profits in industries employed in the manufacture and transportation of munitions. An example of the rise in wages may be seen in the case of seamen. Before the war they got about £4 10s. per month and their keep, now they received between £8 and £8 10s. per month. The greatest increase had been in piece-rate remuneration. Exceptional men in the engineering trades by working overtime have earned from £5 to £10 and over per week; one tool-maker in Coventry by great efforts made more than £16 in the week.

"The women who have taken the place of men in various trades are doing amazingly good work. It is estimated that the number of women substituted for men in the metal trades is 77,000, in the leather trades 14,000 and in miscellaneous trades 274,000. Besides these many are in Government employment, an increasingly large body are in commercial houses, and a great number are engaged in the dilution of labour and in agricultural work. More women are needed badly on farms; 300,000 could be used in the South of England alone. Women are performing every kind of work which is not too heavy for their strength. In one firm they are making electric motors, in another they are doing all work in manufacturing tin, howitzer bombs, including testing, and they are doing many other kinds of work requiring the employment of machinery and calling for great skill."

Mr. Runciman added that the vital question of finding employment for the great number of men who would be released from the Army after the war was under consideration. He believed that satisfactory solutions would be found. Under the dilution scheme there would be the re-employment of their old places to men who had served at the front. Labour would find itself in much the same position at the end of the war as had obtained before the conflict began; no attempt would be made to take advantage of those who temporarily waived their rights in order to fight for their country.

PLENTY OF MILK IN GERMANY.

LORD R. CECIL ON A DISHONEST PROPAGANDA.

The American newspapers last month published an interview with a representative of the Associated Press had with Lord Robert Cecil on the subject of the German agitation in America for the export of milk for German babies. This agitation, Lord Robert described as most dishonest and insincere.

Belgium, said Lord Robert, had 1,500,000 cattle. We know that practically one-half of these have gone to Germany. I am informed from sources whose veracity is unimpeachable and that have expert knowledge that the Germans have been so zealous in the maintenance of their original cattle of cattle that probably less rather than more milk cows have been slaughtered during war than normal times. Germany touched on all sides by the greatest milk-producing countries of Europe, and it is idle to contend that she is not still getting supplies from these sources.

Of course cottonseed cake and similar imports for fodder have been stopped, but we have good ground for believing that this shortage has been met by the slaughter of bull, leaving the larger proportion of the fodder to supply the cows. Moreover, Germany reaped vast crops of cereals. The resultant fodder, added to what she removed from Belgium and Northern France, and other occupied territories, must have gone far to compensate for any deficiency due to our blockade. To this may be added the fact that Germany sent enormous herds of cattle to be pastured in Northern France and the German Chancellor has promised in the Reichstag to take the same action in Belgium.

Germany had the effrontery to include in her appeals for milk distressing descriptions of the shortage of milk in Poland. What can be thought of this when we find in the American papers particulars of free imports of milk from Russian Poland? Austrian territory—so large that the milk of Cracow alone was getting 1,000,000 litres (880 quarts) daily from Russian Poland? The whole revelation is purely a political move designed to discredit us with philanthropic Americans.

A report from the Rhine districts says that 1,500 Germans from Verdun had arrived for a rest. They were unharmed, but unable to endure further bombardment. They were deaf, speechless, and helpless automata utterly useless for any attack.

FRANCE AND THE WAR.

THE MEN IN COMMAND.

DEVOTION TO THE CAUSE ABOVE ALL.

[FROM "THE TIMES" SPECIAL CORRESPONDENT.]

This war is anonymous and invisible. On the side of the Allies no outstanding figure dominates it. No "man" personifies the Allied cause in the same sense as the German Emperor personifies the enemy. By whatever drawbacks the lack of a ruling and guiding personality may be attended, it has at least the advantage of placing the cause itself in the foreground, of making it dwarf all individual interests and personal reputations.

As with the commanders so with the men, the means of warfare. In the whole whole regiments disappear from view, mile upon mile of excavated earth runs in sinuous lines behind ranges of barbed wire, without ever a sign of human life. Far back in some carefully-dug position he the guns. A series of dull reports, a few wail like that of an electric tramway mounting a steep slope, a few crash as detonations followed by little clouds of grey-black smoke are all that can normally be seen along the greater part of the endless battle front.

Occasionally, as in the positions before Verdun, the privileged spectator may get a closer and more thrilling glimpse of the progress of the struggle. Here little spurts and the confused hurrying and bursting of the projectiles, give an impression of awfulness not to be acquired in quieter sectors. Yet even here the movements of men are scarcely perceptible to the naked eye, and, except to those actually engaged in repelling mass attacks, the war remains invisible.

THE DEFENDER OF VERDUN.

It is behind the lines, in the headquarters of the Generals commanding, that the personal aspect of the war becomes more apparent. In France, and in the greater part of its civilized world, attention is concentrated upon the defender of Verdun, General Pétain. Though a military teacher of high reputation for soundness of learning and keenness of insight, the outbreak of war found him a simple colonel of engineers. Political-religious convictions had, it appears, hampered his promotion. But the *Union Sacrée* which drew together all French parties and creeds in an supreme patriotic impulse opened the way for recognition of his merit. In September last year he was in charge of the Champagne offensive. The great capture of German guns and men were chiefly due to the precision of his arrangements. No other man could have been found to conduct the defence of Verdun, and it was to him that his superiors turned in the critical days of the German attack.

Of more than average height, well-built, blue-eyed, reserved in manner, and with a noticeable touch of irony in his words, General Pétain is not only self-possessed, but spreads around him an atmosphere of calm confidence. A few miles east of the point where we sat beside him one of the greatest battles in the history of the world was raging. The sound of the guns could be heard as he spoke. It was on the 13th day of the struggle in which Germany was striving to impress neutral opinion and to inflict upon France and the Allied cause a severe moral defeat, General Pétain's own position and reputation hung upon it. Yet by no tone or gesture did he betray anxiety.

"Can the Germans break through?" I asked indirectly. "When, in modern warfare," he answered, "a well-equipped force is given 48 hours to prepare positions in view of the kind of attack which is now being delivered, it is very difficult for the enemy to break through."

The answer characterizes the man. It indicates his work "objectively." He knew the superlative value of his men; the excellence of his arrangements for supply; the vast stores of ammunition on which he could draw. He knew also the composition of the enemy forces; their formidable array of artillery; their frantic determination to secure at all costs some success that would impress the imagination of the world. Yet he stated his conviction that they would not break through as though he were unconcerned with the result save, perhaps, as a demonstration of a principle which he had laid down.

Well away behind another part of the French line lie the headquarters of another and very different type of French commander. The name of General Franchet d'Espèrey is scarcely known in England. He has visited a part of the sector for which he is responsible. The efficiency of the commissariat and communications and the measures of the ammunition depôts he spoke excellent staff work under the direction of a vigorous personality.

When we met him, the secret was revealed. Every feature, every movement showed energy and decision. His face and bearing suggested at one moment the fierceness of the hawk, and at another the humanity of a buldog. It was at the battle of the Marne that he came to the fore. One can imagine with what uncompromising sternness he will have held his ground, and with what momentum he will have launched his men in pursuit of the beaten foe.

At another headquarters we were received with delicate courtesy by the Bayard of this war, a true *chevalier sans peur et sans reproche*—General Gouraud. The right sleeve of his tunic, hanging loose, told of his mishap at the Dardanelles. In our honour he wore his British decorations. A charm which no words can define emanated from his presence. "A gentle knight but a knight indeed," said truly one of our party. Some hidden reserve of strength seemed to support him and to secure glad compliance with his every wish almost before it could be uttered. No French soldier has a grander air; none is more beloved; none excites less envy; none enjoys more universal regard.

THE SUPREME CHIEFS. Far behind the fighting line, in a new peaceful town, lie the Grand Headquarters of the French Army. Here two men reign supreme—Joffre and de Castelnau.

CANTON OPIUM COMMISSIONER EXECUTED.

HIS BROTHER TO SUCCEED HIM.

A recent issue of the *Peking Gazette* says:—Advices received by the Ministry of Finance state that Tsai Nai-hung, the Opium Commissioner, has been executed. The term used is *Cheng Fu*, meaning that Tsai has been visited with the extreme penalty of the law. It is understood that the Ministry of Finance has consulted the Ministry of Interior for the appointment of Tsai Hsiao-yuan, brother of Tsai Nai-hung, to succeed the deceased. Tsai Hsiao-yuan is now in Shanghai, acting as special Opium Deputy at Shanghai. In this connection it is interesting to note that a certain monarchist paper in Peking reports on the matter as follows: "Tsai Nai-hung, the Opium Commissioner, has been executed by a paradox in Kwangtung."

WAR NEWS.

THE GENTLE GERMAN.

Through the courtesy of Professor J. H. Morgan, *The Times* reproduces a letter written by a German soldier to a German girl in Hamburg which contains the following passage:

"Dear Gretl Mayer—I will send you a small present when I find one again, a ring from one of those shells which threaten us with destruction, and you will have a nice souvenir from a German warrior who has been through everything from the start and has shot and bayoneted so many Frenchmen, and I have also bayoneted many French women. Dear Gretl Mayer, I bayoneted seven women and four girls in 5 minutes in an engagement near Batsville. We had a house-to-house fight, and these women fired at us with revolvers and they shot at the captain, too; then he said that I should shoot them all. I bayoneted them and did not shoot them. This herd of swine, they are worse than the men."

END OF WAR IN SIGHT.

FRENCH MINISTER AND THE LIEBOW OF VERDUN.

Speaking in the French Chamber last month, M. Ribot, the Minister of Finance, said: "We are at a decisive hour. The whole world is watching what is occurring at this moment before Verdun. There, gentlemen, the fury of the attacks shows what impatience for even an ephemeral success our enemies are feeling at this hour. History will consider this defence as one of the greatest things that have occurred to the honour of our country. It is permissible, without boasting, without illusion, and without vain optimism to perceive the end of this horrible war."

TEMPTATION SQUARE.

The Garden of Eden is not many hundred yards from my camp. At least that is the local belief, says an officer of the Mesopotamian Expedition, writing to his wife. "On the river front grows a tree of a kind very common in the Punjab. I do not know whether you will recognise it by the name 'shureen'; it has long, flat, yellow beans and feathery leaves. It is the only one of its kind here, and T. Atkins has named it 'the forbidden tree.' In its vicinity small Arab boys hawk cheap cigarettes and biscuits and tinned milk, and the locality is known as Temptation Square. It comes as a shock to think that this can have been the cradle of the human race."

CHARLIE CHAPLIN'S SALARY.

Charlie Chaplin began work at Los Angeles, U.S.A., last month for the Mutual Film Corporation. His contract under which he is to make five pictures, stipulates that Chaplin is a British subject. He shall not leave the United States within the life of the contract without the permission of the corporation. The contract is for one year and ensures to Chaplin a salary of \$134,000. The Mutual Film Corporation has insured Chaplin's life for \$250,000.

Commander-in-Chief and his Chief of Staff.

Differing utterly in views, convictions, tastes and appearance, they have been close friends from boyhood and now work together in complete accord, completing and supplementing each other. Joffre, the personification of quiet solidity and confidence; de Castelnau, square-set, keen-eyed, the embodiment of the gallant efficiency that marks every aspect of the French Army. They spoke freely and frankly. It was pleasant to receive their expressions of confidence in Sir Douglas Haig and Sir William Robertson, their tributes to the great improvement in the quality of the British Army, and their appreciation of the smartness with which it has carried out recent operations.

But it is necessary also to place on record their earnest desire that every available unit should be sent from England without delay to complete its training and to be tuned up in the bracing war atmosphere of France.

Behind the strong characters and commanding personalities who direct the work of the French Army stand dozens of men, hitherto unknown but equally efficient, equally devoted and equally strong. Yet one and all they seem to feel that in this great war men hardly count. The cause and its triumph are everything, the individual instruments of triumph nothing. France is grateful to her heroes, as they are wholeheartedly loyal to her. But no French soldier seems to imagine that he can have any special claim upon his country's gratitude or that he can deserve a higher encomium than that of having done his duty. It is this that lends sublimity to the whole attitude of the French Army, which is indistinguishable from the French nation. France is in many respects the heart and the brain of the Allied cause, at least in the West. No country was ever worthier of its work, and none ever fatter to do it.

SHIPPING

ARRIVALS.

DEWENT, British str., 17th J. Jenkins, 24th April—Suva, 20th April, Rice and General—Order.
 CLAUDE, British str., 3,370, Hanney, 24th April—Singapore, 10th April, General—Butterfield & Swire.
 ITALIAN, French str., 400, Dombazen, 24th April—Toulon 19th April, General—Order.
 LAITUE, Chinese str., 600, T. Imamoto, 24th April—Singapore 17th April—Order.
 MEXICO MARU, Japanese str., 3,398, T. Yamaguchi, 25th April—Shanghai 22nd April, General—Ozaki, Shosha, Kaisha.
 PYRRHUS, British str., 4,838, Rodways, 25th April—Singapore 20th April, General—Butterfield & Swire.
 ROYAL PRINCE, British str., 2,610, D. Coull, 24th April—New York 21st March, General—Order.
 SUNOKIANG, British str., 887, J. Robinson, 24th April—Haiphong 21st April, General—Butterfield & Swire.
 TAKSANG, British str., 977, Matthews, 24th April—Haiphong 21st April, General—Jardine, Matheson & Co.
 YUENHANG, British str., 1,128, W. M. Mooney, 25th April—Manila 23rd April, General—Jardine, Matheson & Co.

DEPARTURES.

CHIUEN, Chinese str., for Canton.
 CHINHA, British str., for Manila.
 CHONGH, British str., for Shanghai.
 HAIHONG, British str., for Swatow.
 HOKUTO MARU, Jap. str., for Moji.
 PORTON, French str., for Shanghai.
 S. JACOB, Dutch str., for Swatow.
 YINGCHOW, British str., for Shanghai.

VESSELS EXPECTED.

THE ENGLISH MAIL.

The str. *Nankin* left Singapore for this port on the 22nd instant, at 1:30 p.m., with the outward English mails, and is due here on the 27th instant, at about 8 a.m.

ROYAL MAIL S. P. CO.

Carmarthenshire, from England, is due in Hongkong end of May.

LATEST STEAMER MOVEMENTS.

The str. *Empress of Asia* left Nagasaki on Monday, the 24th instant, at 4 p.m.
 The str. *Empress of Russia* left Vancouver on Thursday, the 20th instant, p.m., and is due to arrive Yokohama on Tuesday, the 2nd May.
 The P. & O. Homeward mail steamer *Montagu*, with the Hongkong mail of the 16th March last, arrived London on the 21st instant.

NOTICES TO CONSIGNEES

ORIENTAL AFRICAN LINE.

FROM DURBAN, MAURITIUS AND SINGAPORE.

THE Steamship

"SATAMIS," having arrived from the above Ports, Consignees of Cargo by her are hereby notified that their Goods will be delivered from alongside. Cargo impeding the discharge or remaining on board after 9 a.m. on the 19th inst. will be landed at Consignees' risk and expense. No Fire Insurance will be effected. Bills of Lading will be countersigned by THE BANK LINE, LTD. Hongkong, 17th April 1916. [894]

"EEN" LINE OF STEAMERS

NOTICE TO CONSIGNEES.

FR. 1 MI 19380 LONDON AND STRAITS.

CONSIGNEES OF Cargo are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., unless and/or from the wharves delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th inst. will be subject to rent. All Claims against the Steamer must be presented to the Underwriter on or before the 3rd May, or they will not be recognized. All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 25th inst. at 11 a.m. No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents. Hongkong, 19th April 1916. [597]

S.S. "PORTHOS" COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES OF Cargo from London in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the Godowns and/or extra Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, where delivery may be obtained immediately after landing. Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, To-day, requesting it to be landed here. Bills of Lading will be countersigned by the Underwriter. Goods remaining undelivered after the 1st May, at Noon, will be subject to rent and landing charges. All Claims must be sent in to me on or before the 1st May, or they will not be recognized. All damaged packages will be examined on 1st May, at 10 a.m. No Fire Insurance has been effected. P. THOMAS, Agent. Hongkong, 24th April 1916. [13]

VESSELS ADVERTISED AS LOADING

To ascertain the clearance of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "h." nearest Hongkong "b." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k." together with the number denoting the station.

SECTIONS

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & REG	DEPART	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON VIA USUAL PORTS OF CALL	NAMUR	Brit. str.	25th	A. Collier	P. & O. S. N. Co.	On 5th May, at Noon.
LONDON VIA SINGAPORE, MALACCA, PENANG, &c	HIBANO MARU	Brit. str.	25th	H. Fraser	NIPPON YUSEN KAISHA	On 7th May, at Noon.
LONDON & BOMBAY VIA USUAL PORTS OF CALL	NANKIN	Brit. str.	25th	G. Masley	P. & O. S. N. Co.	On 19th May, at Noon.
LONDON	CHIEF OF LINCOLN	Brit. str.	25th	J. Mcgregor	THE BANK LINE, LIMITED	On 6th June.
GENOA & LONDON	VERNONTHESHIRE	Brit. str.	25th	J. Mcgregor	JARDINE, MATHESON & CO. LD.	On 12th May.
GENOA & LONDON	G. KENTHURST	Brit. str.	25th	J. Mcgregor	SHAW, TOMES & CO.	About Middle of May.
MARSEILLES VIA PORTS	PORTON	Brit. str.	25th	J. Mcgregor	SHAW, TOMES & CO.	On 13th May.
VI TORIA B.C. & SWATOW VIA MANILA, &c	SHIMIZU MARU	Jap. str.	25th	T. Yamaguchi	NIPPON YUSEN KAISHA	On 20th inst., at 3 p.m.
VI TORIA B.C. & SWATOW VIA MANILA, &c	MEXICO MARU	Jap. str.	25th	T. Yamaguchi	SHAKA SHOSHIN KAISHA	On 11th May.
MEXICAN NEW YORK VIA BUEZ CANAL	SHIMO MARU	Jap. str.	25th	T. Yamaguchi	SHAW, TOMES & CO.	On 27th inst.
SAN FRANCISCO VIA SINGAPORE & JAPAN	NETHERBY HALL	Brit. str.	25th	E. Bent	NETHERBY HALL	On 6th May, at Noon.
SAN FRANCISCO VIA SINGAPORE & JAPAN	NETHERBY HALL	Brit. str.	25th	E. Bent	NETHERBY HALL	On 12th May.
SAN FRANCISCO VIA SINGAPORE & JAPAN	NETHERBY HALL	Brit. str.	25th	E. Bent	NETHERBY HALL	On 18th May, at 10.30 a.m.
SAN FRANCISCO VIA SINGAPORE & JAPAN	NETHERBY HALL	Brit. str.	25th	E. Bent	NETHERBY HALL	About 30th May.
SAN FRANCISCO VIA SINGAPORE & JAPAN	NETHERBY HALL	Brit. str.	25th	E. Bent	NETHERBY HALL	On 27th inst.
SAN FRANCISCO VIA SINGAPORE & JAPAN	NETHERBY HALL	Brit. str.	25th	E. Bent	NETHERBY HALL	On 3rd May, at 11 a.m.
SAN FRANCISCO VIA SINGAPORE & JAPAN	NETHERBY HALL	Brit. str.	25th	E. Bent	NETHERBY HALL	On 13th May, at 10.30 a.m.
SAN FRANCISCO VIA SINGAPORE & JAPAN	NETHERBY HALL	Brit. str.	25th	E. Bent	NETHERBY HALL	On 27th inst.
SAN FRANCISCO VIA SINGAPORE & JAPAN	NETHERBY HALL	Brit. str.	25th	E. Bent	NETHERBY HALL	On 3rd May, at 11 a.m.
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INDIAN AFRICAN LINE.

Cargo carried on transport Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to destination of the INDIAN AFRICAN LINE.

FROM HONGKONG Connecting with FROM COLOMBO

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN calling at MOMBASA en route and affording the "Quickest Freight" Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILING

For Rates of Freight and Passage, apply to—

THE BANK LINE, LIMITED,
MANAGING AGENTS

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., Ltd.)

JAPAN, CHINA AND STRAITS

TO
UNITED KINGDOM AND CONTINENT.

For LONDON ... "CITY OF LINCOLN" ... On 6th June.
LONDON & SWANSEA ... "CITY OF BOMBAY" ... On 22nd June.

Steamers proceed via Suez Canal or Cape of Good Hope at Owners' option. Subject to change without notice.

For rates of freight and further information apply to

THE BANK LINE, LTD.,

OR TO BRIS & Co., CANTON.

General Agents

Hongkong 11th April, 1916.

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CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

FOR STEAMERS TO SAIL

PAKHOI and HAIPHONG ... "SUNGKIAN" ... On 27th Apr. 11 A.M.
SHANGHAI ... "SHANTUNG" ... On 27th Apr. 4 P.M.
TIENTSIN ... "HUIHOW" ... On 30th Apr. D'light.

DIRECT SAILINGS TOWEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI"

MANILA LINE—TWIN-SCREW STEAMERS "CHINUA," "TAMING" and "TEAN," Excellent Saloon accommodation, Electric Fans fitted; Extra State-rooms on Deck, fit, on "TAMING" and "TEAN."

SHANGHAI LINE—PASSENGERS, MAILS and CARGO. S.S. "ANBU," "CHENAN," "LUCHOW," "YINGKOW," "SHANTUNG," and "SUNGKIAN," with excellent accommodation, Electric Light and Fans in Saloon and State-rooms, maintain a regular service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Wusung. For Freight or Passage apply to—

BUTTERFIELD & SWIRE,

Hongkong 16th April, 1916. TELEPHONE 31. AGENTS.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good second accommodation for First Class Passengers, Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOY AND FOOCHOW

AND RETURN.

(Cruising at 9 to 14 Days)

STEAMSHIP CAPTAIN SAILING
"HAI TAN" ... Capt. J. S. Thomson ... TUESDAY, 2nd May, at 2 P.M.

FOR **SWATOW.**

"HAI TAN" ... Capt. J. S. Thomson ... FRIDAY, 25th Apr., at 1 P.M.

Arrivals and Departures from the Company's Wharf (near Blake Pier). For Freight and Passage, apply to—

DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, 20th April, 1916.

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BRITISH INDIA S. N. CO., LTD.**APCAR LINE.**

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD

WESTWARD

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD.,
AGENTS

Hongkong, 1st April, 1916.

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P. & O. S. N. CO.**ROYAL MAIL SERVICE**

UNDER CONTRACT WITH HIS MAJESTY'S GOVERNMENT TO

MARSEILLES AND LONDON.

TAKING PASSENGERS AND CARGO TO

STRAITS, COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.

Steamers	Leave Hongkong	Connecting Mail	Due at Marseilles	Due at London
to	COLOMBO	Str. from Colombo	1916	1916
NANKIN ...	May 5	Through Steamer ...	June 5	June 12
NANKIN ...	May 19	KARMA ...	June 19	June 26
NOVAYA ...	June 2	MOVA ...	July 2	July 10
NAGOYA ...	June 16	KHYEN ...	July 16	July 24
MALTA ...	June 30	MEDINA ...	July 31	Aug. 7
SOMALI ...	July 14	Through Steamer ...	Aug. 14	Aug. 21
NANKIN ...	July 28	MALWA ...	Aug. 18	Sept. 4

Passengers change Steamers at COLOMBO. Accommodation in the connecting Steamer from COLOMBO is definitely reserved to Hongkong at the time of Booking. On the Australian Route Tickets interchangeable with Orient Line.

SAILINGS DIRECT TO

SHANGHAI, MOJI, KOBE AND YOKOHAMA.

S.S.

LEAVE HONGKONG ABOUT

NANKIN ... THURSDAY, 27th April
NOVAYA ... SATURDAY, 6th May
NAGOYA ... SATURDAY, 20th May
NAGOYA ... SATURDAY, 3rd June

Passengers may travel by Railway in Japan between Ports of Call free of charge. Return Tickets are available by Messageries Maritimes Company.

IN ADDITION TO THE ABOVE MAIL STEAMERS, INTERMEDIATE (Non-Transshipment) STEAMERS WILL LEAVE DIRECT FOR

MARSEILLES AND LONDON.

Calling at SINGAPORE, PORT SWETTENHAM, PENANG, COLOMBO AND PORT SAID.

CARRYING 1st AND 2nd SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave Hongkong	Leave S'pore	Leave Marseilles	Due London
NYANZA ...	July 5	July 11	Aug. 9	Aug. 18
NOVARA ...	Aug. 16	Aug. 21	Sept. 20	Sept. 29

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS. All Cabins are fitted with Electric Fans free of charge and each Berth furnished with an Electric Reading Lamp. Round-the-World Tickets interchangeable with the British India Co. Round-the-World Tickets and Through Tickets to New York in connection with the Principal Mail Lines. Return Tickets at fare and a half available to Europe for Two Years, or to Intermediate Ports for Six Months. Owing to the War in Europe Steamers and Sailing dates are liable to be cancelled or altered without notice. For Further Information, Passage Fare, Freight, Handbooks, etc., apply to

M. V. D. PARK,
Acting Superintendent.

NIPPON YUSEN KAISHA.**THE JAPAN MAIL STEAMSHIP CO.**

PROPOSED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION

DESTINATION	STEAMERS	TONS AND DISPLACEMENT	SAILING DATES
LONDON, via SINGAPORE, MALACCA, PENANG, COLOMBO, DURBAN, CAPE TOWN, and TENERIFE	HIBANO MARU Capt. Kato KAGA MARU Capt. Tada	16,000 12,300	SUNDAY, 7th May, at Noon THURSDAY, 18th May, at Noon
VICTORIA, B.C. and SEATTLE via SHANGHAI, MOJI, KOBE, YOKOHAMA, and YOKOSUKA	SHIDZUKA MARU Capt. Kato KAMAKURA MARU Capt. Kato	12,000 11,000	WEDNESDAY, 26th Apr., at Noon TUESDAY, 16th May, at 4 P.M.
SYDNEY and MELBOURNE, via MANILA, BANGOR, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	AKI MARU Capt. Yoshikawa TANGO MARU Capt. Yoshikawa	12,000 12,500	TUESDAY, 16th May, at 11 A.M. TUESDAY, 13th June, at 4 P.M.
CALCUTTA via SINGAPORE, PENANG and RANGOON	COLOMBO MARU Capt. H. Nomura	8,000	SATURDAY, 29th April, at Noon
BOMBAY via SINGAPORE, MALACCA and COLOMBO	KIRIN MARU Capt. Sakai	8,500	MONDAY, 8th May, at Noon
SHANGHAI, MOJI and KOBE	CEYLON MARU Capt. Higo	10,000	SATURDAY, 13th May, at Noon
SHANGHAI, MOJI and KOBE	YETOROFU MARU Capt. Kato	8,500	SATURDAY, 13th May, at Noon
NAGASAKI, KOBE and YOKOHAMA	TANGO MARU Capt. Takano	12,500	SATURDAY, 13th May, at 10 A.M.
SHANGHAI, KOBE and YOKOHAMA	KAMO MARU Capt. Shimizu	16,000	WEDNESDAY, 3rd May, at 10 A.M.

SOME PRINCIPAL FARES.

To London 1st Single Yen 650. " " Return " 975.	To London 2nd Single " 450. " " Return " 660.
To London, via New York 1st Single 287.50. " " " 2nd " 180.	To Montreal 1st Single 330. " " 2nd " 240.
To Victoria, Vancouver, Seattle 1st Single 340. " " 2nd " 240.	To Melbourne 1st Single 241. " " 2nd " 175.16.
To Sydney 1st Single 240. " " 2nd " 175.16.	To Kobe 1st Return 1125. " " 2nd " 800.

ROUND-THE-WORLD, Tour No. 1 £112.8. Tour No. 2 £111.17.

For Further Information as to Freight, Sailing, etc., apply to—

T. KUSUMOTO, MANAGER.

Telephone Nos. 232 and 1941.

TOYO KISEN KAISHA**SAN FRANCISCO LINE.**

VIA SHANGHAI, MANILA, THE INLAND SEA, JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice.

Steamer Tons and Speed Leave Hongkong

TENYO MARU 22,000—21 knots ... SAT., 6th May.
SEIYO MARU 14,000—14 knots ... THURSDAY, 11th May.
NIPPON MARU 17,000—15 knots ... TUESDAY, 16th May.
SHINYO MARU 22,000—21 knots ... WED., 31st May.

1 Via MANILA, Omitting Shanghai

2 Proceeding to Mexico, South America Ports. Omitting Shanghai. Steamer via Shanghai leaves at Noon. Manila at 10.30 a.m.

FIRST CLASS TO LONDON £71.10... RETURN (6 MONTHS) £120.
" " " NEW YORK £200. ... " £365.10.
" " " SAN FRANCISCO £45. ... " £68.

Passengers purchasing Trans-Pacific Round Tickets, have the option of returning from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY CO. SPECIAL RATES given to NAVAL and MILITARY CIVIL SERVANTS MISSIONARIES, etc. ROUND-THE-WORLD Tickets issued in connection with all the Principal Mail Lines and the Trans-Siberian Railway. Passengers may Travel by Railway between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

For JAPAN PORTS, HONOLULU, SAN FRANCISCO, LOS ANGELES, SALINA CRUZ, BALBOA, CALLAO, ARICA, YCATEQUE and VALPARAISO.

THROUGH BY TRANS-ANDAN ROUTE TO BUENOS AIRES.

Steamer Tons and Speed Sails
SEIYO MARU 14,000—14 knots ... THURSDAY, 11th May.

For Full Particulars as to Passage and Freight, apply to—

A. DUL, ACTING AGENT,
King's Building, 213

MESSAGERIES MARITIMES**FRENCH MAIL LINES.**

FOUR-NIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FOUR-NIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

OUTWARD

For SHANGHAI, KOBE AND YOKOHAMA ... CORDILLERE ... On or about 10th May

YOKOHAMA ... HONOLULU ... On 13th May.
MARSEILLES via SAIGON ... PORTOS ... On 13th May.
(Without Transshipment)

Subject to immediate alteration without notice.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY. Weekly branch line from Saigon to Hongkong. Branch line connecting every four weeks at Colombo, for Calcutta. State Rooms 1st, 2nd and 3rd Classes. Return Tickets to Europe available two years. Return Tickets to Intermediate Ports available six months. For further particulars apply to

P. THOMAS, AGENT,
QUEEN'S BUILDING

O. S. K.**OSAKA SHOSEN KAISHA.**

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

AMERICAN LINE.

FOR VICTORIA, SEATTLE AND TACOMA, VIA SHANGHAI, MANILA, NAGASAKI, MOJI, KOBE, YOKOSUKA and YOKOHAMA.

"MEXICO MARU" ... SATURDAY, 29th Apr., at 3 P.M.
"CHICAGO MARU" ... MONDAY, 8th May, at 3 P.M.

† Omitting Shanghai and Nagasaki. * Omitting Manila and Moji.

BOMBAY LINE.

FOR BOMBAY, VIA SINGAPORE, PORT SWETTENHAM, PENANG AND CULMBORG.

"INDO MARU" ... TUESDAY, 2nd May, at 7 A.M.

FORMOSAN LINE.

FOR TAMSUI, KEELUNG AND ANPING, TAKAO, VIA SWATOW AND AMOY.

"SOSHU MARU" ... THURSDAY, 27th Apr., at 9 A.M.
"KAJO MARU" ... SUNDAY, 30th Apr., at Noon.

† Proceeding to Amoy and Takao.
‡ Proceeding to Tamsui and Keelung.

These Formosan Lines will arrive at and depart from the SOON TEE WHARF, near the Harbour Office. For FURTHER INFORMATION, apply to—

H. YAMAUCHI,
MANAGER,
No. 1, Queen's Building.

THE Nos. 246 and 1280.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EASTERN ...	8th May	On 29th Apr. 11 A.M.
ST. ALBANS ...	10th June	On 2nd June 11 A.M.
EMPIRE ...		On 16th July 11 A.M.

All Steamers fitted with wireless Telegraphy. The above Steamers are fitted with Refrigerating Machinery carrying a plentiful supply of Ice, Fresh Provisions, etc., and are Equipped throughout with Electricity. All State-Rooms have Electric Fans. A daily physician and Stewards are carried. For further particulars, apply to

GIBB, LIVINGSTON & CO.,
AGENTS

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